SHRI P. V. NARASIMHA RAO: It is very wrong to insinuate that the Government is satisfied. We have never said that. But, then, in the absence of certain statistics, satisfaction or dissatisfaction is not the question. Let the statistics come. Let the figures come whether we have improved or not improved, in what respect we have improved, and if we have not improved what we have done so far and what more needs to be done. These are matters which cannot be discussed in great detail during the Question Hour. Let us have a discussion. We are ready for that. We will come up with everything: what any other country is spending, and so on. All these figures can be brought before the House.

MR. CHAIRMAN: Sports are for playing, not for discussion. (*Interruptions*) Next Question.

Introduction of new trains

*24. DR. MOHD. HASHIM KIDWAI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of new trains introduced in 1985 and so far during the current year;

(b) the total number of superfast trains in the country; and

(c) the number of superfast trains introduced in 1985 and so far during the current year?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c) A statement is laid on the Table of the Sabha.

Statement

(a) Number of new trains introduced during 1985 and 1986 (up to October) is indicated below:—

	1985	1986
B.G. Mail/Express	2 pairs	6 pairs
B.G. Passenger	2 pairs 2 single trains	4 pairs
M.G. Mail/Express	1 pair	2 pairs
M.G. Passenger	1 pair	3 pairs
N.G. Mail/Express	—	1 pair
N.G. Passenger	—	2 pairs

(b) The total number of superfast trains in the country is 46.

(c) While no superfast train was introduced during 1985, two superfast trains have been introduced during 1986 (upto October, 1986), one between New Delhi, Guwahati in lieu of the erstwhile Assam Mail and another between Bilaspur-Bhopal.

DR. MOHD. HASHIM KIDWAI: I would like to know from the Minister what is the number of super-fast trains on the metrre gauge and what is the number of superfast trains on the broad gauge.

SHRI MADHAVRAO SCINDIA: Sir, most of the super-fast trains are run on the broad gauge system. I have a year-wise break-up of the number of trains introduced every year which I can hand over to the hon. Member, instead of reading it out.

MR. CHAIRMAN: Yes, Mr. Upendra.

SHRI PARVATHANENI UPENDRA: Sir, one of the trains introduced in 1986 was the direct train between Delhi and Vishakhapatnam. The demand of the people of Andhra Pradesh has been to extend the frequency of the Andhra Pradesh Express by another three days and run that train up to Waltair on those extended days. The Minister had promised that it would be considered for the October time-table. But, unfortunately, in the October time- table it was not done. Will he assure that at least as a New Year gift he will accede to this, by running the train from January from New Delhi to Vishakhapatnam by extending the Andhra Pradesh Express by another three days?

SHRI MADHAVRAO SCINDIA: Sir, I had promised the hon. Member that this would be considered for the October time-table. And it was considered. (*Interruptions*) In the Coordination Committee meeting it was considered. There are some problems in running the train up to Waltair.

The hon. Member is very knowledgeable about the railways.

SHRI PARVATHANENI UPENDRA: Sir,...

MR. CHAIRMAN: You have been caught. Please sit down.

SHRI PARVATHANENI UPENDRA. If I have made a suggestion, I stand by it.

I know the rules. I know the capacity of the railways.

SHRI MADHAVRAO SCINDIA: He has a very thorough knowledge of the railways and of his area in particular. I think the hon. Member does know that Waltair cannot handle a 21-coach trains as yet and also that the Andhra Pradesh Express is proposed to have buffer coupling and is a vestibule train. From the mechanical engineering point of view, it becomes rather difficult to split it. However, I can assure the hon. Member that this is under serious consideration. The next meeting of the Time Table Committee is going to take place towards the middle or end of January. This is a very justified demand and I will tell them to give it a very very serious consideration. Please don't take it as an assurance. But if and when this is increased to a daily train, at that time the Dakshin Express which is split twice a week in Waltair can be considered as to whether it can be split daily for Waltair.

श्री सत्य प्रकाश मालवीय : मान्यवर, यह जो 46 सुपर-फास्ट ट्रेंस चलती हैं, इनमें कितनी ऐसी गाड़ियां हैं जो रोज चलती हैं ?

दूसरी एक सुपर फास्ट ट्रेन है गंगा-कावेरी जो वाराणसी से मद्रास तक जाती है और उत्तर प्रदेश के पूर्वी जिलों से केवल एक ही रेलगाड़ी है, जो पूर्वी उत्तर प्रदेश को दक्षिण से जोड़ती है। तो मैं यह जानना चाहता हूं कि जो सुझाव आये हैं, उस सिलसिले में क्या गंगा-कावेरी ट्रेन को दैनिक करने का इरादा सरकार का है ?

श्री माधव राव सिंधिया : सर, जहां तक सवाल है कि कितनी डेली चलती हैं और कितनी बाई-वीक्ली और ट्राई-वीक्ली, इसके बारे में जानकारी प्राप्त करके मैं माननीय सदस्य को जानकारी दे दूंगा।

जहां तक गंगा-कावेरी का सवाल है, इस पर हम अवश्य विचार करेंगे। अभी यह कोई प्रस्ताव विचाराधीन नहीं है।

श्री सत्य प्रकाश मालवीय : विचार तो बहुत दिनों से कर रहे हैं, उसकी घोषणा करिए।

SHRIMATI BIJOYA CHAKRAVARTY: The word 'super fast train' sounds nice. But so far as Assam is concerned, it is different. Here I am referring to the Tinsukhia Mail which is a Super Fast train. Sometimes it takes more than 45 hours and it always reaches late. Kamrup Express runs between Calcutta and Gauhati. It is also a very fast train.

It runs late by 12 hours. There is no pantry car. Sometimes, there is no light. Simetimes it runs without water. If the Minister happens to see the horrible conditions in those trains, he will not feel like travelling by them. If the super fast trains are run in this way, then it is better to stop them.

SHRI MADHAVRAO SCINDIA: : I would like to know from the hon. Member, what the question is.

MR. CHAIRMAN: The question is that the trains which are run have no facilities of water, this and the other. Will you please look into this?

SHRI MADHAVRAO SCINDIA: There is a constant effort on to improve the facilities in the trains. There are certain areas and regions where the co-operation of the travelling public and the public of that area is very much required and desired by the Railways. So, there is an effort on and we will do our best in this regard.

श्री सत्यपाल मलिक : श्रीमन्, मुझको एक खतरा लगता है, जो मेरी जानकारी है, उसके मुताबिक कि जो सुपर फास्ट ट्रेन चलाई जाती हैं, यह कई साधारण पेसेंजर ट्रेंस की कास्ट पर चलाई जाती हैं और हो यह रहा है कि जो मुफसिल स्टेशंस हैं, जो गरीब आदमी के लिए ट्रेंस थीं, उनमें सुविधायें कम हो रही हैं और उच्च-मध्यम वर्ग और मध्यम वर्ग के लिए सुविधाय बढ़ रही हैं।

मैं माननीय मंत्री जी से यह जानना चाहूंगा कि क्या यह सच है कि सुपर फास्ट ट्रेन जो चलाई जाती है, वह पांच-सात साधारण ट्रेंस की कास्ट पर चलती है?

श्री माधवराव सिंधिया : सर, हमारी जो लाईन केपेसिटी है, उस लाईन केपेसिटी की कुछ सीमायें होती हैं। हमारे मुख्य लक्ष्य दो हैं इंडियन रेलवेज में, एक तो मुसाफिरों का यातायात और एक माल यातायात। दोनों के बीच में संतुलन रखना अत्यंत आवश्यक है, नहीं तो काफी हानि देश की अर्थ-व्यवस्था को भी पहुंच सकती है। दूसरी तरफ हमारे मुसाफिरों को भी पहुंच सकती है।

तो इसलिए प्राथमिकताएं हमको तय करनी पड़ेंगी। कई ऐसे विशेषज्ञ हैं, एक्सपर्ट हैं, जिन्होंने कमेटी के द्वारा रेकमेंडेशन किया है कि भारतीय रेल ज्यादा फासले वाले यात्रियों को प्राथमिकता दे यानी लांग डिस्टैंस ट्रेन्स को प्राथमिकता द और शार्ट डिस्टेंस ट्राफिक का एक इंटेग्रेटेड ट्रांसपोर्ट देश में बनना चाहिए और शार्ट डिस्टैंस ट्राफिक ज्यादा हमारे मित्र राजेश पायलट जी के अंतर्गत जो मंत्रालय है रोड ट्रांसपोर्ट उसके अंतर्गत आना चाहिए। उसी नीति के अनुसार हम कार्य कर रहे हैं लेकिन इसका मतलब यह नहीं है कि पूरी तरह से शार्ट डिस्टैंस को उपेक्षित रख रहे हैं। पर ज्यादा प्राथमिकता लांग डिस्टैंस को दे रहे हैं।

SHRI A. G. KULKARNI: Sir, the superfast trains, as my friend has just now suggested, are neither superfast nor fast. Just they are a hybrid type of trains. And particularly in my area, during the Janata period, a train was introduced called the Mahalaxmi Express. Has the Minister ever applied his mind that the train reaches in time as per the time-table? And it is connected with the Karnataka Mahalaxmi Express, and as you know, Karnataka and Maharashtra do not go together. The train always begs down. And many letters have been addressed to him that either you make it a fast train or a superfast train with whatever nomenclature you desire, but it must reach Bombay by 8.30 a.m. in whatever way, and whether that Karnataka Mahalaxmi arrives or not, that is your responsibility. We have got no objection to take Karnataka passengers to Bombay. But the difficulty is that the train is specially introduced for the hinterland of Maharashtra, particularly Konkan, Ratnagiri, Belgaum and all these areas where the passengers want to go and return the same day. Will the Minister assure that at least now he will look into it?

SHRI MADHAVRAO SCINDIA: I would like to assure the hon. Member that I will certainly apply my mind to this problem and I will try to solve it.

SHRI BIR BHADRA PRATAP SINGH: Mr. Chairman, Sir, my problem is not about superfast trains. I am confining it to fast trains in these backward regions where because of fast trains or economic constraints you cannot, covert metre-gauge into broad-gauge. But you have done it in many cases. When that be the case, why are you keeping those two or three trains still hanging here? Why can't you provide on those routes fast trains? For instance, you have Chapra-Balia-Shaganj. I am only putting an example. And there is no economic question involved. It is only the will power and how to provide trains to these areas which are backward. Because of economic constraints, you cannot convert it. Will the Minister be kind enough to consider such backward regions where there are still metre-gauge lines to be provided with fast trains?

SHRI MADHAVRAO SCINDIA: Sir, we are trying to rationalise the utilisation of coaching capacity to the optimum. Our problem is that we are facing a number of constraints. We have stepped up track renewal programme which is very, very important. We cannot allow this backlog to accumulate. We have stepped up our electrification programme. As a result you have got to give engineering blocks in various sections. As a result again there is a constraint as to how many trains you can move on that. So, there has to be, I think, a judicious mix, a judicious blend between the varying interests. So, we are trying to do our best. And a very important point is that we are very stort of coaching capacity. The RCF, Kapurthala is going to start production in 1988. After which we should be having about 2,000 to 2,500 coaches annually. Therefore, this year, all the new trains introduced have been done with virtually no addition to our coaching fleet; it is only through retionalisation and better utilisation. And in this regard, I would like to inform the hon. Members that I have issued orders that there should be coaching cabints organised in every Zone, that is the entire coaching fleet must go on a computer. Baroda House already has got a coaching cabinet organised, and the impact has been tremendous. I have got the same thing in store for Bombay and for Calcutta and for the various Zones. I hope, through this method, we will be able to bring about even greater optimisation of our coaching fleet. Till then we have to wait till our production capacity of coaches goes up in this country.

श्री अश्विनी कुमार : माननीय सभापति महोदय, रेल मंत्री जी ने बताया है कि वह 46 सुपर-फास्ट गाड़ियां चला रहे हैं । मैं आपके माध्यम से रेल मंत्री जी का ध्यान बिहार की सुपरफास्ट गाड़ियों की ओर ले जाना चाहता हूं । बिहार में से राजधानी हिमगिरी सुपर-फास्ट करते हैं, पर बिहार में पटना से रांची, जमशेदपुर, धनबाद और उत्तर बिहार को ज्वायन करने वाली जो ट्रेन हैं जिन का नाम सुपरफास्ट भी दिया है रांची का, मैं मंत्री महोदय से निवेदन करना चाहूंगा आपके माध्यम से कि बिना सूचना दिए वह कभी उस ट्रेन में ट्रेवल करें । उस ट्रेन को ट्रेन ही कहा जा सकता है सुपरफास्ट कहना तो बड़ा कठिन है । मैं मंत्री महोदय से इतना ही कहूंगा कि यह जो इंडस्ट्रियल बैल्ट है छोटा नागपुर का एरिया पटना से दक्षिण का एरिया जिसमें बोकारो धनबाद उन सारी ट्रेन्ज को उन सारे क्षेत्रों को दिल्ली, कलकत्ता और पटना तीन जो राजधानियां हैं उधर से जो जोड़ी जाती हैं उनसे जोड़ने के लिए कोई फास्ट या सुपरफास्ट ट्रेन निकट भविष्य में देने की क्या सोच रहे हैं ? आज जो ट्रेन्ज हैं दिल्ली से जो टाटा और रांची को जाती हैं उनके अन्दर बिजली नहीं है, पानी नहीं है, क्या-क्या नहीं होता है उसकी तो कल्पना करना कठिन है, सारे क्षेत्र के अन्दर जहां-जहां पर मिनरल वैल्थ होती है और सारे देश के लोग वहां होते हैं उनको शीघ्रातिशीघ्र पहुंचाने के लिए कोई फास्ट और सुविधाजनक ट्रेन देने की क्या मंत्री महोदय सोचेंगे ?

श्री माधवराव सिंधिया : सर, अभी कोई प्रस्ताव विचाराधीन नहीं है । मैं आपके सुझाव के बारे में अवश्य टाइम टेबल कमेटी को कह दूंगा कि इस पर विचार किया जाए । जहां तक कोचेज़ की अन्दरुनी हालत का सवाल है, जैसे मैंने कहा कि रेलवे की सफलता जनता के सहयोग पर भी निर्भर है । कई ऐसे क्षेत्र हमारे देश में हैं कि जहां आपने कोई नया कोच आदि लगाया तो दो हफ्ते के अन्दर ही अन्दर पंखे गायब हो जाते हैं, बल्ब गायब हो जाते हैं यहां तक कि सीटों को चीर कर डनलप भी निकाल लिया जाता है । मेरी माननीय सदस्यों से हार्दिक अपील है और निवेदन है कि वे इस संबंध में जन-जागृति फैलाने का भी प्रयास करें ताकि हमें पूरा सहयोग मिले और हम अपनी ट्रेनों को अच्छी कंडीशन में चला पायें ।

श्री मीर्जा इर्शादबेग : मान्यवर, मैं मंत्री जी का ध्यान उन ट्रेनों पर आकर्षित करना चाहूंगा जो ट्रेनें राजधानी को गुजरात से संबद्ध करती हैं । गुजरात को सर्वोदय एक्सप्रस और सुपरफास्ट आश्रम एक्सप्रैस जो है उससे सम्बद्ध करती है । मैं मंत्री जी को यह कहना चाहूंगा कि यदि आपको समय मिले तो एक बार उसमें सफर कर लें इसलिए कि यहां से जब गुजरात पहुंचते हैं तो मान्यवर, वहां खिड़कियों का आलम यह है कि यहां से कोई भी यात्री उस पर सफर करना नहीं चाहता । इसलिए मैं खिड़कियों के डिज़ाइन को बदलने की मांग करूंगा क्योंकि जब अहमदाबाद या और जगह पर यह गाड़ी पहुंचती है तो ऐसा लगता है कि जैसे हम धूल में खेलकर आये हों । यह स्थिति होती है । मान्यवर, दूसरी मांग गुजरात की यह है कि उसके साथ दो ए०सी० कोच लगाए जाएं और इतना लंबा समय काटने के लिए उसे पेंट्रीकार से भी सम्बद्ध नहीं किया गया है । यह हमारी पुरानी मांग है और इस मांग को सन्तुष्ट करने की अति आवश्यकता है । जो सर्वोदय एक्सप्रस चलती है उसको दो दिन के अलावा और समय देने की भी मैं मांग करता हूं

श्री माधवराव सिंधिया : माननीय सदस्य के सुझाव के लिए मैं धन्यवाद करता हूं ।

MR. CHAIRMAN: Other Members can send their suggestions to the Railway Minister. We will go to the next Question now. Question No. 25.

Voluntary organisations running non-formal education centres in Madhya Pradesh

*25. SHRI SURESH PACHOURI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what is the number of voluntary organisations which have been given grants by Government for running non-formal education centres in Madhya Pradesh during the years 1984-85 and 1985-86; and

(b) what is the number of these centres visited by officers of the Ministry during the same period separately?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI): (a) 11 Voluntary organisations were given grants during 1984-85 and three voluntary organisations during 1985-86 for running non-formal education centres in Madhya Pradesh.

(b) The officers/agencies of the Central and State Governments are authorised to inspect to work of these centres. While officers of the Ministry do not inspect the non-formal education centres themselves, the officers under National Institute of Educational Planning and Administration inspected six centres and officers of National Council of Educational Research & Training inspected 20 Centres in Madhya Pradesh in 1985-86.

श्री सुरेश पचौरी : मान्यवर, मिनिस्ट्री आफ् एजूकेशन एंड कल्चर की एस्टीमेटस कमेटी 1985–86 की रिपोर्ट जो पेज